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TOWN OF FRAMINGHAM
DEPARTMENT OF PUBLIC WORKS
FRAMINGHAM, MASSACHUSETTS 01702

"Dedicated to Excellence in Public Service"

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August 11, 2009

Jay Grande, Director
Framingham Planning Board
150 Concord Street
Room B37
Framingham, MA 01702

**Re: East Framingham Sewer Improvement Project -
A Street Wastewater Management Facility**

Dear Mr. Grande,

The Department of Public Works is pleased to submit the attached applications and supporting documentation for the proposed A Street Wastewater Management Facility. The Wastewater Management Facility is one component of the East Framingham Sewer Improvement Project.

The East Framingham Sewer Improvement Project (EFSIP) includes the construction of a new gravity sewer on Concord Street from Cochituate Road to Arthur Street and within the former railroad right-of-way from Speen Street to School Street. It also includes the construction of a new force main sewer from A Street to Cochituate Road. This project will eliminate three sewer pump stations and several miles of force main, one of the largest contributors of sulfides in the Town's sewer system. In addition, this project will eliminate several sanitary sewer overflows which constitute Clean Water Act violations and pose a threat to human health and the environment.

The North Concord Street Water Main will be replaced in conjunction with the sewer work. The North Concord Street Water Main consists of approximately 14,000 feet of various diameter pipes and is undersized throughout most of its length. The pipe has out lived its useful life and provides insufficient fire flow capacity.

In addition to the utility work, this project will develop the former railroad right-of-way into a recreational pathway that will also allow for operational access to the sewer pipe. This work includes the construction of a new multi-use trail beginning at the northern terminus located at School Street, continuing along the abandoned railroad corridor before terminating at Cochituate Road (Route 30), a distance of approximately 1.5 miles. The work includes a new hot mix bituminous asphalt trail, trail pull-offs, construction of two new pre-engineered bridges, an at-grade crossing of Old Connecticut Path, a crossing of the TJX entrance and a crossing of the Luchetti driveway.

Completion of the EFSIP improvements is required under the terms of the Administrative Consent Order (ACO) with the Massachusetts Department of Environmental Protection (MADEP). The sewer work proposed under this project has been preliminarily approved for low interest loans under the MADEP State Revolving Fund (SRF). The project is also eligible for American Recovery and Reinvestment Act (ARRA) stimulus funding provided that the construction contracts are in place prior to February 17, 2010.

The new Wastewater Management Facility (WWMF) will convey up to 13 million gallons per day of wastewater from north Framingham to the MWRA discharge location on Arthur Street. A significant amount of this wastewater is generated from Route 9 and the Saxonville area. Therefore, approximately half of the wastewater flow managed by the facility is generated in areas south of the Sudbury River. This wastewater must be gravity conveyed to the WWMF and then pumped back under the river to Arthur Street. If the WWMF is situated south of the river, then the total amount of wastewater crossing the Sudbury River is reduced by 2/3rds. Reducing that amount of flow crossing the Sudbury River reduces the Town's liability should a system failure result in the discharge of untreated wastewater to this important and sensitive environmental resource. Also, if the WWMF was situated north of the river, then it would be necessary to convey the wastewater using a siphon and force main piping. These structures are vulnerable and prone to failure compared to open channel gravity piping. If the WWMF is situated south of the river, then the reduced wastewater flow crossing the river will convey through open channel gravity piping.

Jay Grande
A Street WWMF
August 10, 2009

The facility was sited based on a thorough alternatives analysis. In addition to significantly reducing the amount of wastewater that crosses the Sudbury River, sitting the facility on the south side of the river eliminates the need for a siphon which would be problematic to maintain. The ability to eliminate the Speen Street pump station could also only be accomplished if the proposed WWMF is located within was very narrow geographical area that meets the topographical constraints to allow gravity flow from the existing Speen Street station to Saxonville. In addition to meeting the topographical constraints, the proposed location does not require the acquisition of any non-town owned property. Locating the facility closer to the High School parking lot was considered, but the construction and operability issues associated with making the wetwell even deeper make that infeasible.

Attached are applications for Uniform Site Plan Review, Uniform Special Permit and a Public Way Access Permit. Supporting documentation includes several drawings and a Development Impact Statement. The drawings include:

1. Title Page
2. Property Plan (G-1)
3. Site Plan (G-2)
4. Grading and Drainage Plan (G-3)
5. Parking and Pavement Layout Plan (G-4)
6. Landscape Plan (G-5)
7. Site Lighting Plan (G-6)
8. Exterior Elevations (G-7 & G-8)
9. Fence Details (G-9)

The following additional items are being completed and will be submitted under separate cover:

1. Stormwater Analysis
2. Photometric Plan
3. Isometric Line Drawings

The proposed facility meets the parking and off-street loading requirements. We are requesting a special permit to alter the off-street parking design standards relative to driveway width. We are requesting a 26-foot opening and the design standards specify 24-foot maximum given that this is a residential district.

It is our understating that since the entire project falls within the 200-foot Riverfront resource area and will therefore be subject to Conservation Commission requirements, we are exempt from the Land Disturbance special permit requirements.

A portion of the facility is within the 100-year floodplain (elevation 130). Based on a detailed survey conducted as part of the design, the Town will be submitting a Letter of Map Amendment (LOMA) to FEMA which will reduce the percentage of the parcel that lies within the floodplain. Even with the revised LOMA delineation, a portion of the proposed building will be located within the floodplain. Therefore, a special permit from the Zoning Board of Appeals will be required.

The original intent was to site the proposed facility as close to Concord Street as possible for the reasons discussed above. However, based on input from the Conservation Commission and the Planning Board, we are reviewing whether the facility can be reduced in depth and/or shifted slightly towards the High School parking lot. These measures would reduce the area of land disturbance adjacent to the Sudbury River, reduce or eliminate the need to perform work within the 30-foot no alteration zone, and take most or all of the proposed building out of the 100-year floodplain.

We look forward to working with you through the permitting process and appreciate in advance any assistance you can provide towards meeting the ARRA deadlines. Please contact me at (508) 328-4544 or wrs@framinghamma.gov if require any additional information.

Yours very yours,

William R. Sedewitz

William R. Sedewitz, P.E.
Chief Engineer | FDPW

enc.

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